

Ranking Criteria Detail

Note: For each criterion you can award a maximum of 5 points. See the County's GIS maps for a closer look at the land: http://gis.stlouiscountymn.gov/planningflexviewers/County_Explorer/
See the LVT website for the 2011 Trail Plan (including the segment map on p.20) and the 2013 Location Study: <https://lakevermiliontrail.org/#post-84>

A) Connecting to existing trails: Award higher points if the trail segment will connect to existing trails, such as the Mesabi Trail or the Greenwood Trail. Consider whether the types of use allowed on an existing trail are the same types that will use the Lake Vermilion Trail. The Steering Committee has discussed the following uses for the Lake Vermilion Trail: walking, running, in-line skating, bicycling, the use of motorized wheelchairs and other assistive mobility devices, and possibly horseback riding. No other motorized uses or snowmobiles.

B) Land acquisition: Award more points for segments that include a high percentage of public land, or may be considered a "path of least resistance." Consider how supportive landowners may be along the segment to selling or donating easements or trail corridors. Keep in mind that the Steering Committee has voiced a preference to stay away from road rights of way when possible to increase the scenic quality of the trail.

C) Proximity to businesses and resorts: Award higher points to segments with more businesses/resorts. The location of resorts can be found on the LVRA's website: <http://www.lakevermilionresorts.com/lodging> Click on the lodging map. You may also want to consider proximity to residential areas—higher density or clusters of residences. Our criteria don't include this concept anywhere else.

D) Ease of construction: In general, areas with a lot of wetlands, changes in elevation (steep hills), or rocky cliffs are harder to build a trail through. Award more points for segments that have LESS of these difficult areas. Areas that have water crossings are also more difficult to construct.

E) Existing rights-of-way: Award more points if a segment has possible utility corridors, such as power company easements, or scenic road rights of way that could be used for the trail. Keep in mind, again, that the Steering Committee has determined to build the trail away from road rights of way where possible. Also keep in mind that the County does not own land beyond the road pavement (no extra public right of way on which a trail could be built) on most of its roads.

F) Existing trail corridors: Award more points if there are other trail corridors in the segment in which the LVT could possibly be built, such as the Arrowhead State (snowmobile) Trail.

G) Access to scenic, historic or cultural opportunities: Award more points if the segment would pass through or end at one or more locations that will be a feature or highlight of the trail that will draw people to use the trail, such as a high point with a view, a good lake view, a historic site, or a site that has some cultural significance.

H) Geographic equity: Award more points if the trail segment will provide a recreational/transportation opportunity in an area that DOESN'T already have trails or other good facilities for walking and biking, etc. Note that segments that receive low points for Criterion A will receive higher points here.

I) Cost of construction and acquisition: Award more points for segments that you think will have LOWER costs for construction and acquisition. In general, segments that require bridges, boardwalks across wetlands, or regrading of land (fill or excavation to make a smooth trail up hills) are more expensive to construct. Acquisition costs will vary by the market rate to purchase land or easements (lakeshore property more expensive, etc.)

J) Public support: Award more points for segments for which you anticipate more public support.

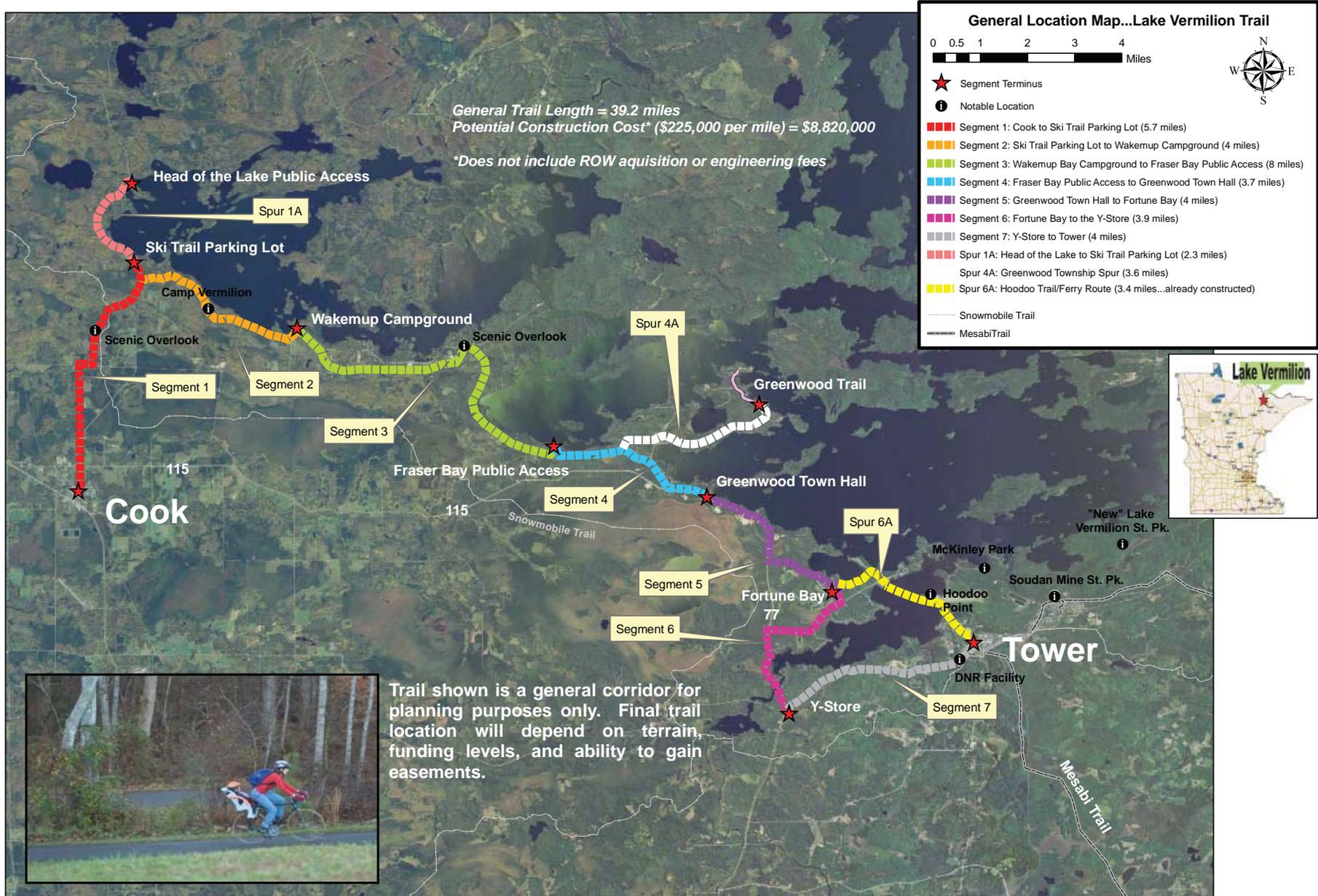


Figure 1: General Location Map

Source: Lake Vermilion Trail Plan, 2011. ARDC